

State of California
Business, Transportation and Housing Agency
Department of Transportation

PROGRAM STATUS
Caltrans 1st Quarter Report – FY 00-01
Information Item

CTC Meeting: December 5-6, 2000

Agenda Item: 3.4

Original Signed By _____

W. J. EVANS, Deputy Director

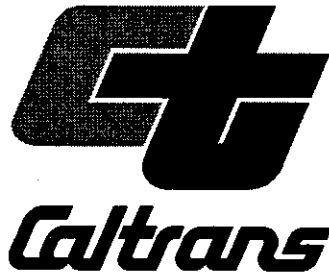
Finance

November 27, 2000

CALTRANS FIRST QUARTER REPORT

FY 2000-01

The attached Caltrans 1ST Quarter Report for Fiscal Year 2000-01 will be discussed at the meeting.



**CALIFORNIA DEPARTMENT OF
TRANSPORTATION**

QUARTERLY REPORT
1ST QUARTER
FY 00/01



**for the
CALIFORNIA TRANSPORTATION COMMISSION**



CTC QUARTERLY REPORT - Q1 FY 00/01

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STIP, SHOPP PROGRAM AND ADDITIONAL DELIVERY

CTC Quarterly Report - Q1 FY 00/01

(Dollars in Millions)

\$\$ DELIVERED (RTL/VOTE)	<u>YTD Actual</u>	<u>YTD Plan</u>	<u>% Actual</u>	<u>Annual Plan</u>
STIP Program	\$24	\$36	67%	\$292
SHOPP Program	105	128	82%	634
Subtotal Program Delivery	<u>\$129</u>	<u>\$164</u>	<u>79%</u>	<u>\$926</u>

\$\$ ADDITIONAL DELIVERY

Toll + Seismic	\$3
Minor - Maintenance	25
Emergency	12

\$\$ TOTAL DELIVERY	<u><u>\$169</u></u>
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## DELIVERED (RTL/VOTE)	<u>YTD Actual</u>	<u>YTD Plan</u>	<u>% Actual</u>	<u>Annual Plan</u>	<u>Advanced*</u>
STIP Program	4	2	200%	39	1
SHOPP Program	22	27	81%	145	2
Subtotal Program Delivery	<u>26</u>	<u>29</u>	<u>90%</u>	<u>184</u>	<u>3</u>

ADDITIONAL DELIVERY

Toll + Seismic	1
Minor - Maintenance	48
Emergency	19

## TOTAL DELIVERY	<u><u>94</u></u>
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YTD is Voted or RTL accomplished

Annual Plan number includes projects with approved time extensions

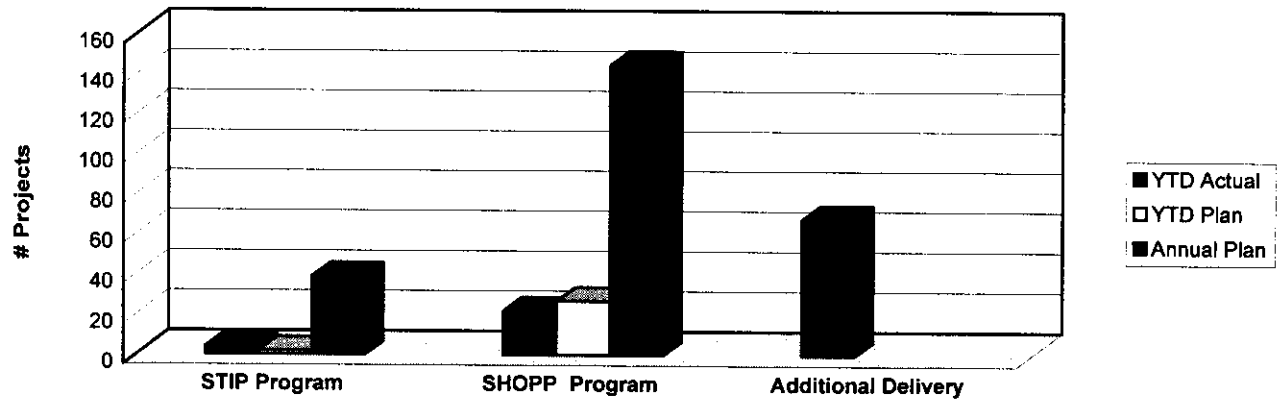
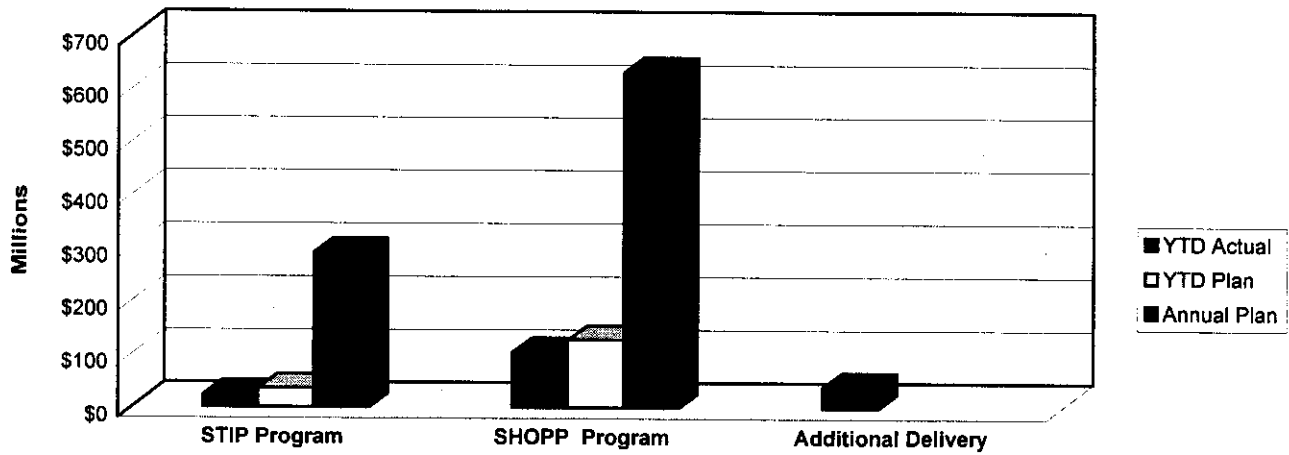
* Future year advanced projects not included in YTD Actual number



STIP, SHOPP PROGRAM AND ADDITIONAL DELIVERY

CTC Quarterly Report - Q1 FY 00/01

Actual vs Planned Delivery



Four STIP projects valued at \$23 million planned for delivery in a future quarter were delivered this quarter. One project advanced from the 2004 year with a value of \$1 million was also delivered. The two projects planned for this quarter will be delivered in a future quarter.



RIGHT OF WAY
CTC Quarterly Report - Q1 FY 00/01

SUMMARY OF FY 00/01 RIGHT OF WAY ALLOCATION

(Expenditures thru 1st Quarter)

(Dollars in Millions)

	Total Fiscal Year Budgeted	Planned Thru 1st Qtr	Expended Thru 1st Qtr
Total Major Capital Projects	153	38	25
Fund Reservation			
Minor Project, etc.	5	1	0
Post-Certification	20	5	11
Hardships	7	2	1
Damage to property	10	3	0
TOTALS	195	49	37

(Dollars in Millions)

CAPITAL OUTLAY

	YTD Planned	YTD Actual
Allocation	\$195	\$195
Expenditures to Date	49	37
Balance	\$146	\$158

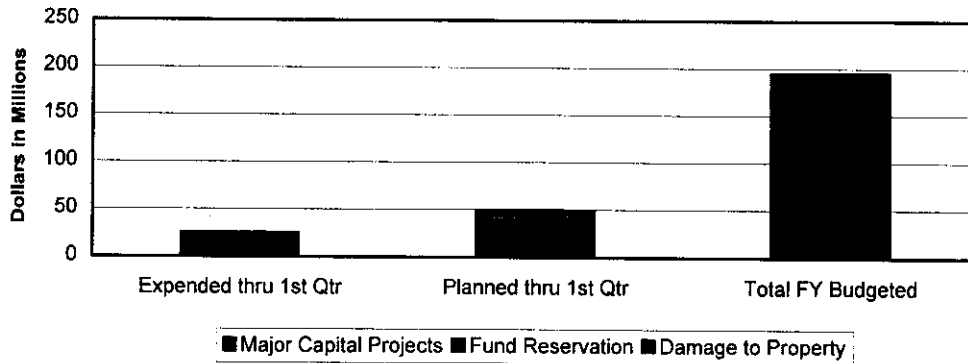
(Dollars in Millions)

1st QTR COMPARISON

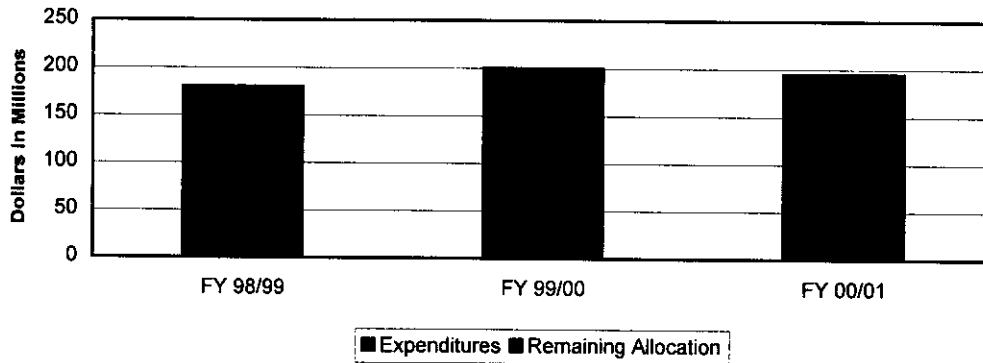
	<u>FY 98/99</u>	<u>FY 99/00</u>	<u>FY 00/01</u>
Allocation	\$180	\$200	\$195
Expenditures	45	36	37
% Expenditures to Allocation	25%	18%	19%



Summary of Right of Way Allocation's CTC Quarterly Report - Q1 FY 00/01



1st Quarter Comparison



Status Of Major STIP Projects With RW for the 2000-2001 FY

Original Major Projects with RW:

Original Major Projects with RW					Cert	(\$000)	(\$000)	(\$000)						
Dist	EA(s)	City	Rte	Project Description	Dates	PRNO	Original Estimate	1Qtr	2Qtr	3Qtr	4Qtr	Plan**	Actual	Comments
4	011411	SOL	37	CONSTRUCT 4 LANE FREEWAY (PHASE 2)	5/1/01	5201	\$2,730	0	230	1,100	1,400	2,730	2	
6	342321	FRE	180	2 TO 4E FROM BRAVLEY TO HUGHES WEST	6/1/01	0085C	\$4,877	609	450	700	100	1,759	558	
6	342421	FRE	180	6F ON NEW 6F RW ALIGNMENT	2/1/02	0080E	\$15,204	230	3,350	350	650	4,680	1,087	
6	400100	KER	58	CONSTRUCT 4F AND 6F	10/1/05	3455	\$6,000	28	640	700	0	1,368	28	Early Acquisition Approval to be requested
7	145501	LA	1	IN LA FROM CROSS RD UC TO ALAMEDA ST.	9/1/01	0012J	\$14,294	150	40,000	4,000	500	44,680	74	
7	168811	LA	5	CONST INTERM HOV LANES (SEGMENT B)	5/1/02	2008	\$3,328	0	1,128	2,000	200	3,328	0	
7	080731	VEN	101	WIDEN RDWY & RECONST BRIDGE & MODICS	10/1/01	1213M	\$1,362	5	300	300	757	1,362	1	
7	104851	VEN	101	RECONST RTE 341/C PHASE 1	4/1/01	1205T	\$5,388	500	3,512	700	300	5,012	578	
8	428101	RIV	86	CONSTRUCT 4 LANE HIGHWAY	Post Cert	0075H	\$3,370	2,000	1,000	300	70	3,370	2,104	Post Certification
8	370201	SED	15	RECONSTRUCT IC & WIDEN OC TO 6 LANE	7/1/02	0172K	\$4,243	0	3	340	1,000	1,343	0	
8	Various	SED	210	Route 30/210	various	various	\$16,376	876	1,500	4,000	10,000	16,376	1,875	
9	285301	KER	58	MOJAVE G.S. MITIGATION	8/1/04	0398	\$1,900	2	1,632	600	1,058	3,902	2	Additional funds approved \$3.5 million
10	340411	TUD	108	CONSTRUCT 2 LN EXPWAY ON NEW ALIGN	11/1/00	0021A	\$3,169	656	300	25	175	1,356	1,682	
11	198041	IMP	111	CONST 4 LANE EXPRESSWAY	3/1/01	0044D	\$7,635	1,009	800	5,290	318	7,417	342	
11	198061	IMP	111	CONST 4 LANE EXPRESSWAY	8/1/01	0044L	\$3,767	0	383	388	3,000	3,768	0	
11	010511	SD	52	CONST 4 LANE FWY	4/15/03	0280	\$5,717	100	1,400	2,118	2,118	5,736	221	
11	030101	SD	5	CONST CONTIGUOUS FWY & NEW	4/30/01	0129X	\$4,769	75	400	3,000	1,294	4,769	99	
11	091801	SD	905	CONST INTERCHANGE	7/9/02	0375	\$3,037	1	1,002	1,002	1,032	3,037	0	
11	053160	SD	905	CONST 6 LANE FWY	10/2/03	0374K	\$6,238	12	1,080	2,575	2,575	6,242	10	
TOTAL							\$113,144	\$6,353	\$59,110	\$29,686	\$26,557	\$121,706	\$8,663	

* Original estimate prepared in May 2000

**Sum of the plan total reflects revised estimates as of 8/31/2000



PHASE 2 SEISMIC & TOLL SAFETY RETROFIT PROGRAM

CTC Quarterly Report - Q1 FY 00/01

PHASE 2 SEISMIC RETROFIT PROGRAM SUMMARY

<i>Total Program To Date</i>	Bridges <u>Awarded</u>	Percent <u>Awarded</u>	Bridges <u>Completed</u>	Percent <u>Completed</u>	Total <u>Planned</u>
VALUE OF PROJECTS	\$648	64.8%	\$487	48.7%	\$1,000
NUMBER OF BRIDGES	1,136	98.4%	1,126	97.5%	1,155

TOLL BRIDGE SEISMIC RETROFIT PROGRAM SUMMARY

<u>Toll Bridge Facility</u>	<u>Number of Projects</u>	<u>Current Status</u>	<u>Begin Construction</u>		<u>Retrofit Complete</u>		<u>Total Cost</u>
			<u>Planned</u>	<u>Current</u>	<u>Planned</u>	<u>Current</u>	<u>(In Millions)</u>
SF-Oakland Bay (SFOBB) :							
-- New East Bay Spans**	TBD	Design	Wnt-01	Spr-01	Wnt-04	Fall-05**	\$1,289
-- West Bay Spans, Appr. & Yerba Buena Island	8	UC/Design	Spr-94	Spr-94	Fall-03	Spr-07	422
	TBD = To be determined					Subtotal SFOBB	\$1,711
Benicia-Martinez	2	UC	Spr-97	Spr-98	Sum-99	Sum-02	\$156
San Mateo-Hayward*	4	UC	Spr-97	Sum-97	Fall-99	Fall-00	156
Richmond-San Rafael	1	Advertised	Fall-97	Sum-00	Fall-00	Spr-05	383
Carquinez (Eastbound)	1	UC	Sum-97	Spr-98	Wnt-99	Spr-01	88
Vincent Thomas	1	UC	Spr-97	Spr-97	Wnt-99	Spr-00	54
San Diego-Coronado	4	UC	Sum-97	Fall-97	Fall-99	Fall-01	95
	UC = Under construction					Subtotal Non-SFOBB	\$908
	Total Cost Estimate						\$2,619
* Data does not include mitigation contract.							

* Data does not include mitigation contract.

** The interim East Bay Spans retrofit is under construction.

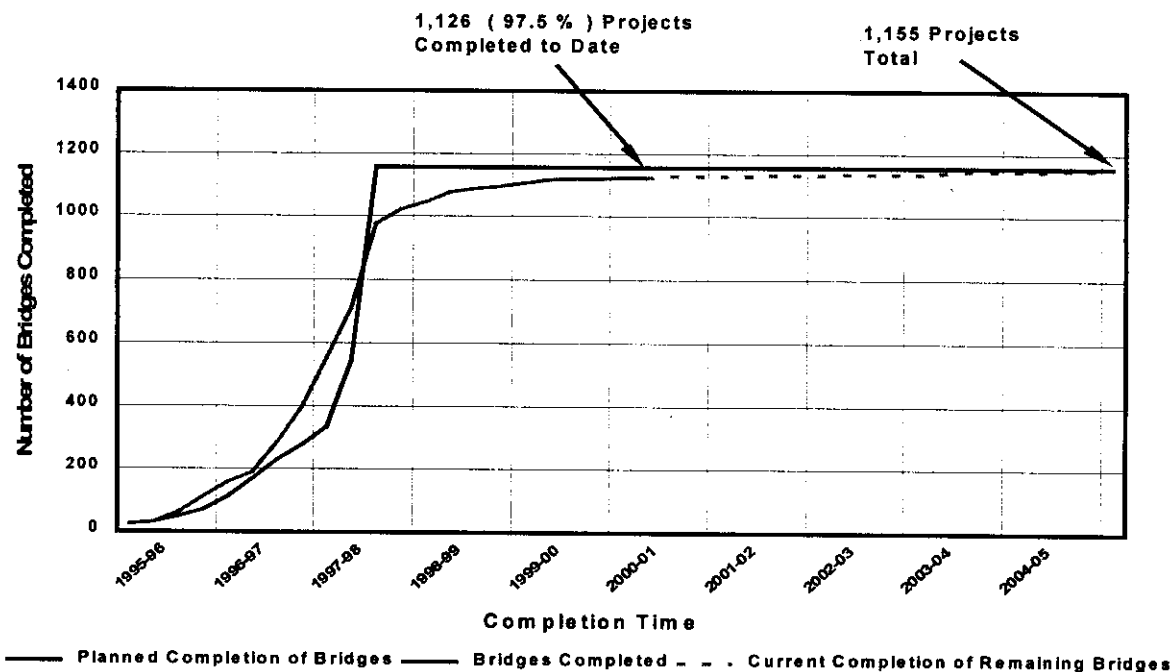
NOTES:

- Summer (Sum) = Jul-Sept or first quarter of fiscal year; Fall = Oct-Dec or second quarter of fiscal year;
Winter (Wnt) = Jan-Mar or third quarter of fiscal year; Spring (Spr) = Apr-Jun or fourth quarter of fiscal year



PHASE 2 SEISMIC & TOLL SAFETY RETROFIT PROGRAM CTC Quarterly Report - Q1 FY 00/01

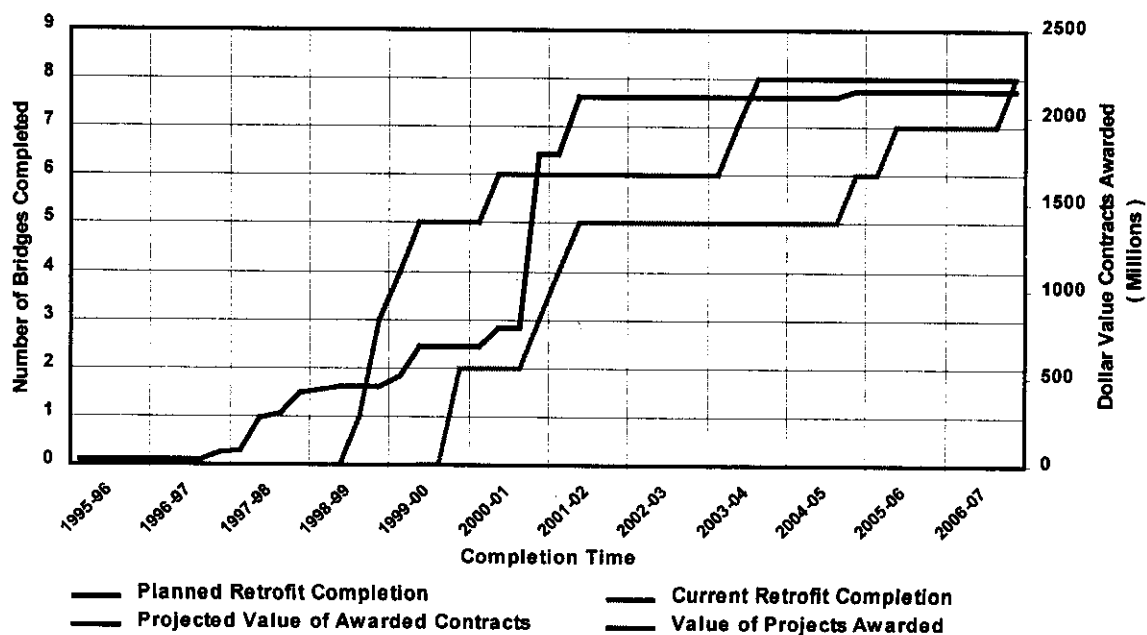
PHASE 2 SEISMIC RETROFIT



00-01 1st Quarter Delivery Milestones:

Awarded SLO-166 Alamo Creek Bridge retrofit. Completed LA-002 Woodwardia Bridge retrofit.

TOLL BRIDGE SEISMIC RETROFIT





**Construction Program
CONTRACT ADMINISTRATION
CTC Quarterly Report - Q1 FY 00/01**



(Dollars in millions)

ESTIMATE PERFORMANCE

Proposed Final Estimates (PFE)^a

	Q2 99/00	Q3 99/00	Q4 99/00	Q1 00/01
Total number scheduled to be delivered	277	185	102	171
Total value of scheduled contracts	\$623	\$424	\$412	\$440
Total number of PFE's delivered on-time	240	163	88	151
PFE delivered-on-time rate, %	87	88	86	88

Final Estimates (FE)^b

Total number scheduled to be delivered	118	179	167	125
Total value of scheduled contracts	\$173	\$184	\$226	\$226
Total number of FE's delivered on-time	108	167	163	111
FE delivered-on-time rate, %	92	93	98	89

ESTIMATE BACKLOG (status on last day of quarter)

Total number of late PFE's	23	17	14	28
Total number of late FE's	119	114	121	114

CONTRACTS WITH CLAIMS (status on last day of quarter)^c

Total number of completed contracts w/claims	546	610	598	640
Total value of completed contracts w/claims	\$2,378	\$2,494	\$2,655	\$2,683
Total value of claims	\$189	\$192	\$194	\$195
Claims to contract value, %	8	8	7	7

CONTRACTS IN ARBITRATION (status on last day of quarter)^d

Total number of contracts in arbitration	84	89	96	95
Total value of contracts in arbitration	\$531	\$602	\$647	\$700
Total value of claims filed in arbitration	\$70	\$82	\$100	\$103
Claims filed to contract value, %	13	14	15	15

a PFE's scheduled to be delivered during the quarter and delivered within 60 days of contract acceptance.

b FE's scheduled to be delivered during the quarter and delivered within 240 days of contract acceptance.

c Proposed Final Estimates to which the Contractor has responded with a claim(s), and prior to any arbitration being filed.

d A Contractor may file for arbitration 240 days after project acceptance, or within 90 days after final determinations on claims have been made.

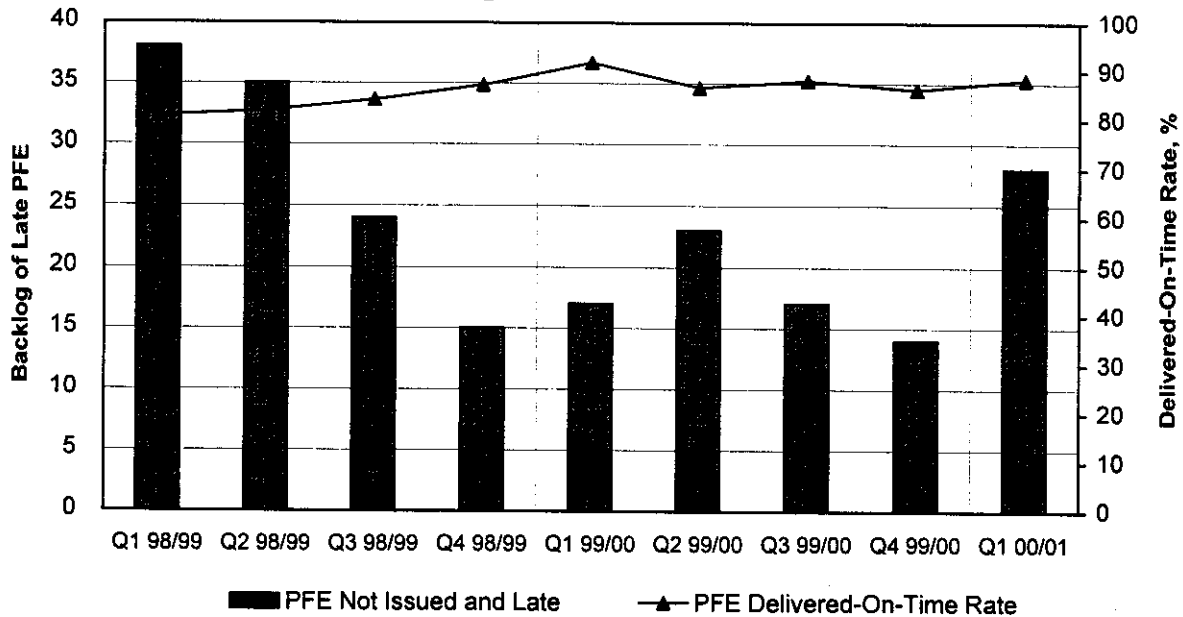
The average annual payout rate of awards or settlements, as a percent of total contract value over the last four quarters, is 2.9%.



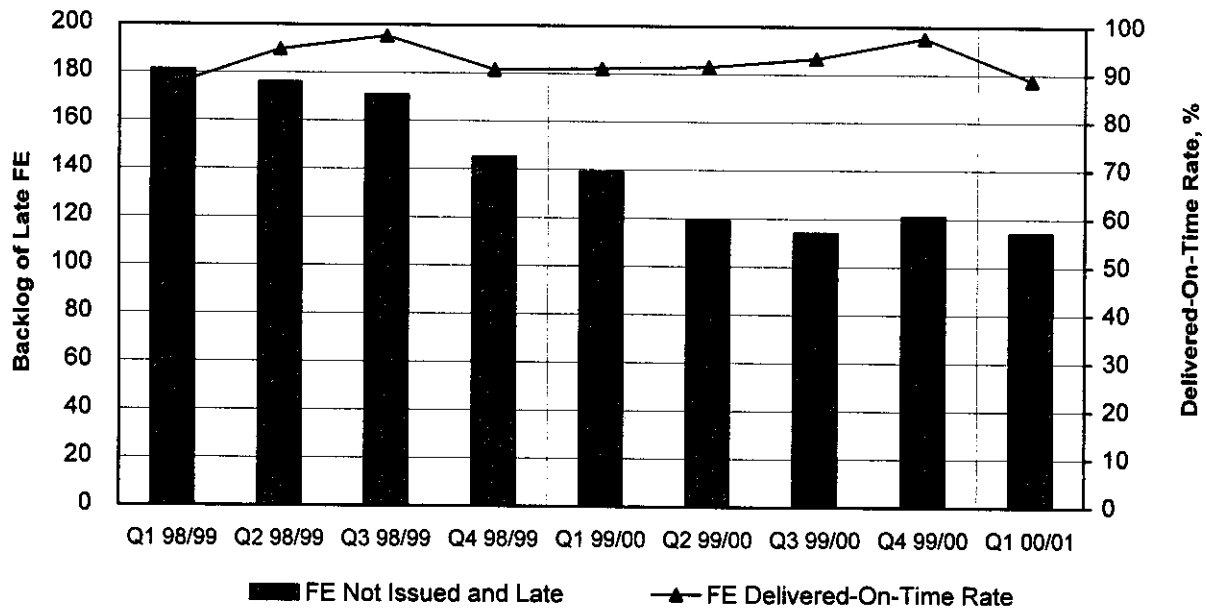
Construction Program
CONTRACT ADMINISTRATION
CTC Quarterly Report - Q1 FY 00/01



PFE Backlog Status and PFE Performance



FE Backlog Status and FE Performance



**Caltrans**

CAPITAL SUPPORT

CTC Quarterly Report - Q1 FY 00/01

(Dollars in Thousands)

	Year To Date			Annual
<u>STIP Support Expenditures*</u>	<u>Actual</u>	<u>Plan</u>	<u>Earned</u>	<u>Plan</u>
Environmental	\$ 8,678	\$ 9,325	\$ 10,382	\$ 48,952
Design	12,762	19,110	19,790	133,618
Right of Way	3,571	4,700	4,795	35,369
Construction	14,440	8,522	11,238	61,748
STIP Support Expenditures	\$ 39,450	\$ 41,657	\$ 46,204	\$ 279,687

(Dollars in Thousands)

	Year To Date			Annual
<u>SHOPP Support Expenditures*</u>	<u>Actual</u>	<u>Plan</u>	<u>Earned</u>	<u>Plan</u>
Environmental	\$ 4,181	\$ 4,444	\$ 2,974	\$ 21,033
Design	14,665	17,928	16,313	117,567
Right of Way	1,530	1,998	1,563	13,598
Construction	18,689	17,152	18,315	120,142
SHOPP Support Expenditures	\$ 39,066	\$ 41,523	\$ 39,165	\$ 272,340

(Dollars in Thousands)

	Year To Date			Annual
<u>Combined STIP/SHOPP Support*</u>	<u>Actual</u>	<u>Plan</u>	<u>Earned</u>	<u>Plan</u>
Environmental	\$ 12,859	\$ 13,769	\$ 13,356	\$ 69,985
Design	27,427	37,038	36,103	251,184
Right of Way	5,101	6,698	6,358	48,967
Construction	33,130	25,674	29,552	181,890
Combined STIP/SHOPP Support	\$ 78,517	\$ 83,180	\$ 85,369	\$ 552,026

	Year To Date		Advanced	Annual
<u>STIP Milestones Achieved</u>	<u>Actual</u>	<u>Plan</u>	<u>Deliveries</u>	<u>Plan</u>
Environmental Document	17	28	0	87
Ready to List (RTL)**	4	2	1	39
RW Certification	3	8	1	52
Construction Contract Acceptance	<u>1</u>	<u>6</u>	<u>1</u>	<u>30</u>
STIP Milestones Achieved	25	44	3	208

	Year To Date		Advanced	Annual
<u>SHOPP Milestones Achieved</u>	<u>Actual</u>	<u>Plan</u>	<u>Deliveries</u>	<u>Plan</u>
Environmental Document	20	40	2	152
Ready to List (RTL)**	22	27	2	145
RW Certification	11	24	6	131
Construction Contract Acceptance	<u>14</u>	<u>30</u>	<u>16</u>	<u>187</u>
SHOPP Milestones Achieved	67	121	26	615

	Year To Date		Advanced	Annual
<u>Combined Milestones Achieved</u>	<u>Actual</u>	<u>Plan</u>	<u>Deliveries</u>	<u>Plan</u>
Environmental Document	37	68	2	239
Ready to List (RTL)**	26	29	3	184
RW Certification	14	32	7	183
Construction Contract Acceptance	<u>15</u>	<u>36</u>	<u>17</u>	<u>217</u>
Combined Milestones Achieved	92	165	29	823

* Planned and actual expenditures against SHA funding only. Includes OH and storm damage. Excludes seismic and toll.

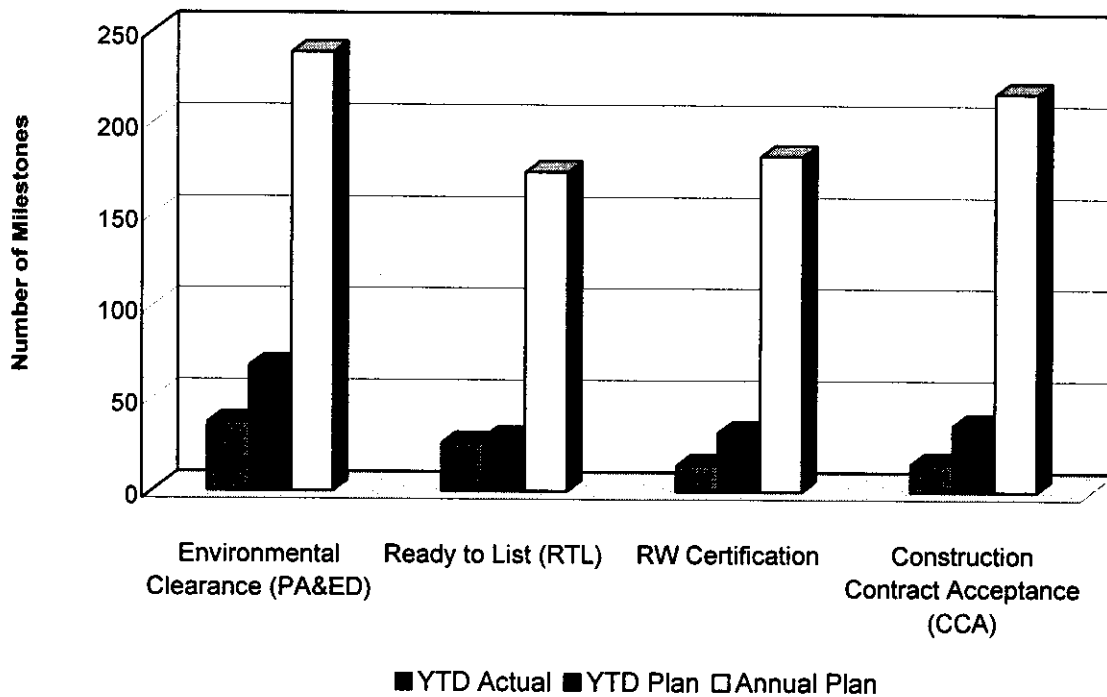
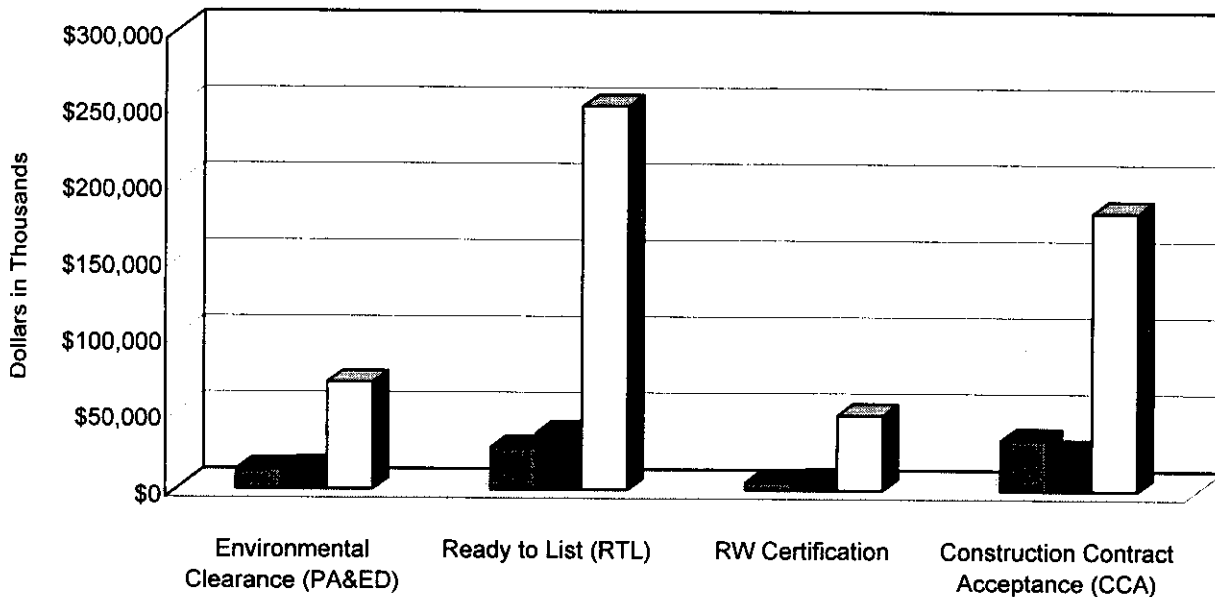
** This number represents the capital improvement projects that Caltrans is developing to deliver the programmed commitments.



CAPITAL SUPPORT **CTC Quarterly Report - Q1 FY 00/01**

2000/01 Combined STIP/SHOPP Milestone Delivery

Actual vs Planned Delivery





INTERCITY RAIL
CTC Quarterly Report - Q1 FY 00/01

RIDERSHIP	Actual	Average Daily	Plan Projection #	Percent Difference
July 2000 thru September 2000				
CAPITOL	235,592	2,561	183,550	28%
PACIFIC SURFLINER (all serv	452,666	4,920	455,385	-1%
SAN JOAQUIN	189,309	2,058	185,574	2%
00/01 Totals	877,567	9,539		
July 1999 thru September 1999				
CAPITOL	152,170	1,654		
PACIFIC SURFLINER (all serv	442,121	4,806		
SAN JOAQUIN	184,467	2,005		
99/00 Totals	778,758	8,465		

FINANCIAL PERFORMANCE (Dollars in Thousands)	Actual Results			Business Plan Projection #		
	Revenues	Expenses	Farebox Ratio **	Revenues	Percent Difference	Farebox Ratio
July 2000 thru August 2000						
CAPITOL	\$ 1,878	\$ 4,320	43%	\$ 1,804	4%	32%
PACIFIC SURFLINER (all serv	\$ 6,154	\$ 9,394	66%	\$ 5,569	11%	45%
SAN JOAQUIN	\$ 4,050	\$ 7,108	57%	\$ 3,852	5%	42%
00/01 Totals	\$ 12,082	\$ 20,822	58%			
July 1999 thru August 1999						
CAPITOL	\$ 1,536	\$ 3,967	39%			
PACIFIC SURFLINER (all serv	\$ 5,864	\$ 9,429	62%			
SAN JOAQUIN	\$ 3,668	\$ 6,894	53%			
99/00 Totals	\$ 11,068	\$ 20,290	55%			

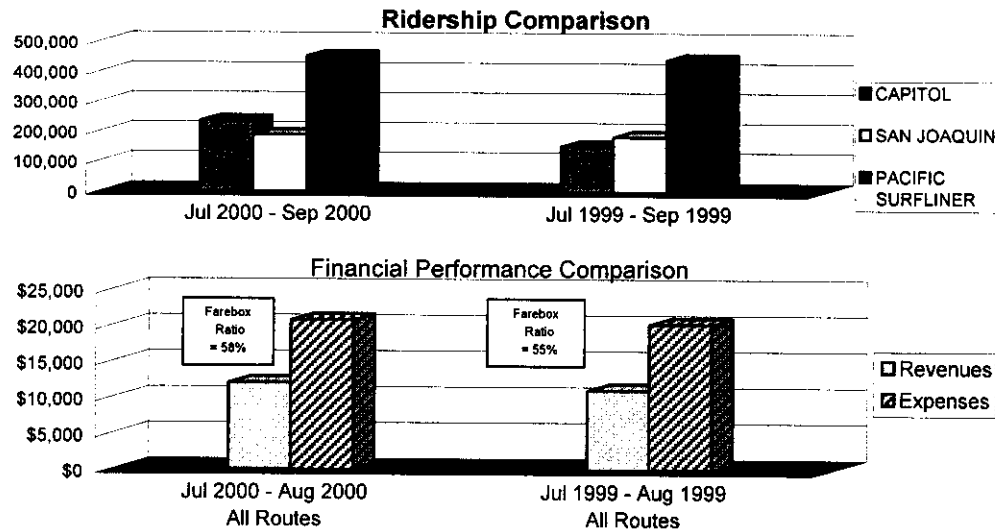
* Includes State-supported and Amtrak (basic system) share of all trains

** Total Farebox (revenue/expense) Ratio is the average for all three corridors

Reflects combination of projections for Federal Fiscal Year 1998-99 (for July-September) and Federal Fiscal Year 1999-00 (for October - June 2000)



INTERCITY RAIL CTC Quarterly Report - Q1 FY 00/01



The strong spring travel carried over into summer, and the Pacific Surfliners carried 453,000 riders in the first quarter of the 2000/01 Fiscal Year, an increase of 2.4 percent over the same period the prior year. Ridership continued to lag behind the Business Plan projection, but the shortfall closed to within one percent (0.6%). The route continues to be the second-busiest in the Amtrak system. Two additional sets of new bi-level Surfliner cars entered service during the quarter, again replacing older single-level equipment, and the fourth set of new cars came on line October 2nd. Half the service in the corridor is now being operated with new equipment.

The San Joaquins continued to gain riders during the summer, and total ridership for the first quarter of the 2000/01 Fiscal Year almost reached 190,000, an increase of 2.6 percent over the same period the prior year. Ridership for the quarter exceeded the Business Plan projection by two percent. Significantly, first quarter ridership on the Sacramento trains (the fifth round trip) increased by 15.4 percent from last year to this year.

Revenues for the first two months of the Fiscal Year (July and August) on the two State-administered routes were significantly higher this year than last, increasing at more than double the rate of the ridership increases (5.0% for the Pacific Surfliners and 10.4% for the San Joaquins). Coupled with favorable changes in operating expenses, this yielded a four point improvement in the fare-box ratio on each route. On both routes the actual fare-box ratios exceeded the Business Plan projections.

The February 2000 service expansion in the Capitol Corridor provided seven daily round trips this summer (compared to six round trips the previous summer), with four round trips instead of three extending to San Jose. As a result, ridership on the Capitols in the first quarter of Fiscal Year 2000/01 increased by 54.8 percent over the same quarter the prior year. Much of this increase continues to come from growth in regular short-distance riders (nearly 42 percent of riders are using multi-ride tickets, up from 37 percent just in the previous quarter), and revenues for July and August 2000 increased by only 22.3 percent over the same two months last year. Expenses for July and August increased by 8.9 percent over the same months last year, and the fare-box ratio increased by almost five points in the same period.



BUDGETS PROGRAM
CTC Quarterly Report - Q1 FY 00/01
Appropriation vs. Program/Allocation

Objective: To identify the uncommitted State and Federal 2000/2001 Budget Authority as a means of gauging the impact of proposed policy decisions or the capacity to advance and amend projects into the 2000/2001 Program Year.

Measure: The appropriation level is consistent with the enacted 2000/2001 Budget. Allocations represent CTC votes, emergency project funding (G-11) and project allocations processed under the Department's delegated authority.

Result: Currently, sufficient Budget Authority exists to fund the current program levels. However, the Department has the option to exercise its authority to realign the appropriations between programs should the need arise in the future.

Background:

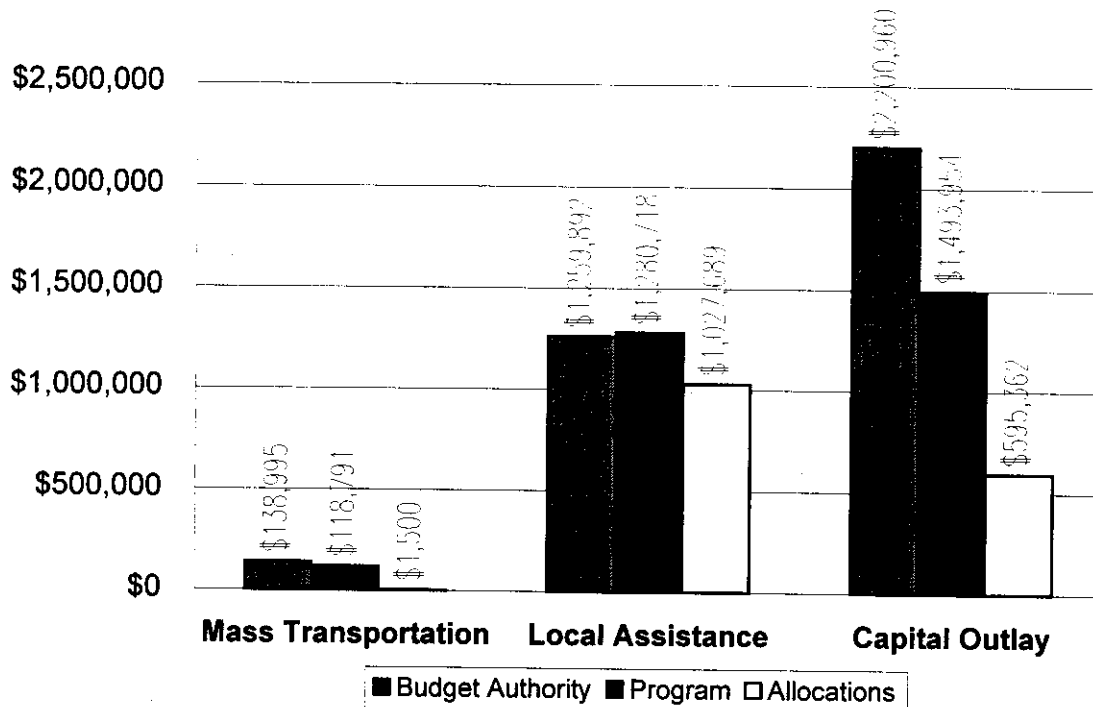
- I Due to the timing of the Governor's Budget development, appropriation levels are built nine months prior to the enactment of the budget, as such discrepancies between the appropriation and program will exist.
- I The 2000/2001 appropriation is based upon the 1998 STIP and SHOPP Program levels as of October 1998 plus a contingency for potential project advancement and emergency projects. The reported program levels are a point in time measurement and subject to change on a monthly basis due to project amendments and deletions. The Department, with Commission approval, has the authority to realign its budget to reflect changes in program levels. At the end of the fiscal year, planned reservation of budget authority is required to fund potential cost overruns, project granted a waiver by the Commission, etc. Unused authority will revert to the fund of origin to be used in future budgets.
- I Allocations represent project specific votes net of savings and/or cost increases (G-12), "lump sum" allocations to fund specific activities (Right of Way, Direct Subventions), and emergency project funding.



BUDGETS PROGRAM

CTC Quarterly Report - Q1 FY 00/01

2000/2001 Appropriation vs. Program/Allocation



Analysis:

- I For Capital Outlay, Right-of-Way programmed and allocation amounts include \$54.5 million for state and \$140.5 million for federal, for a total Right-of-Way of \$195 million.
- I For Local Assistance, the lump sum subvention amount of \$952 million has been factored into the budgeted, programmed, and allocation amounts.
- I For the FY 2000/01, the methodology for determining the programmed amounts has changed to better mirror the California Transportation Improvement Program System (CTIPS) database, which lists programmed projects by fiscal year.

APPENDIX

APPENDIX

CONSTRUCTION PROGRAM CONTRACT ADMINISTRATION AND CLAIMS EXPOSURE CTC Quarterly Report - Q1 FY 00/01

Century Freeway (Route 105) tracking of CTC Resolution G-96-22

The Department is authorized by G-96-22 Resolution to consolidate the available contingency balances on the Century Freeway (Route 105) corridor projects for purposes of resolving claims within the corridor. The following chart reports the claims settled and paid utilizing this authority.

	Completed Contract EA's with claims on 9/96	Current Contract Allotment in dollars \$(1000)	Dollars paid in claim resolution \$(1000)	Dollars claimed in arbitration (Prayer amount) \$(1000)	Update/Status	Claim dollars paid from contingency balance fund \$(1000)	Claim Resolution Completed
1	07-007394	707	118	257	Arbitration closed by Contractor 1/97	0	Yes
2	07-007444	12,316	1,555	1,886	Arbitration	1,300	No
3	07-007574	1,260	30	0	Chief Engineer determination	0	Yes
4	07-007604	19,176	3	1,327	Arbitration decision Memo 10/21/97	0	Yes
5	07-060104	37,409	19,566	19,566	Arbitration decision Memo 5/14/98	10,709	Yes
6	07-060234	19,893	1,896	1,142	Arbitration decision Memo 7/21/98	1,301	Yes
7	07-060244	82,970	6,624	1,350	DRB Settlement	0	Yes
8	07-060284	136,804	239	0	District Settlement	0	Yes
9	07-060324	35,775	3,295	0	Chief Engineer determination	0	Yes
10	07-060334	73,995	446	10,677	Mediation determination	3,460	Yes
11	07-060354	24,559	415	2,977	Arbitration	150	Yes
12	07-060374	82,656	0	0	Chief Engineer determination	0	Yes
13	07-060384	83,737	43	1,162	Arbitration	0	No
14	07-110244	3,435	963	0	Chief Engineer determination	800	Yes
15	07-113284	704	79	0	Chief Engineer determination	0	Yes
16	07-114224	1,814	696	0	Legal Settlement Agreement	175	Yes
17	07-114244	1,767	253	0	Chief Engineer determination	219	Yes
18	07-114254	1,753	625	0	Chief Engineer determination	0	Yes
19	07-114284	2,028	334	0	Chief Engineer determination	280	Yes
20	07-118144	10,364	471	0	Chief Engineer determination	105	Yes
21	07-118164	1,198	208	0	Chief Engineer determination	171	Yes
22	07-118184	1,851	134	0	Chief Engineer determination	54	Yes
23	07-119954	1,661	28	0	District Settlement	0	Yes
24	07-112584	3,746	1	0	District Settlement	0	Yes
	Total	\$641,578	\$38,022	\$40,344		\$18,724	

25	07-118174 (1)	1,943	328	0	Chief Engineer determination	215	Yes
26	07-118194 (1)	1,380	320	0	Legal Settlement Agreement	325	Yes
27	07-119994 (1)	9,645	874	528	Arbitration Settlement	874	Yes
	MTA Totals	\$12,968	\$1,522	528		\$1,414	

TOTALS	\$654,546	\$39,544	\$40,872			\$20,138	
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Note:

(1) 100% funded by MTA - (MTA not contributing money)
In addition, MTA has not contributed funds on several projects, including 07-007604 (approx. \$2.5 million).

Contingency balance of corridor fund:

Original contingency fund balance	23,261
Dollars paid from fund	20,138
Balance of contingency fund	\$3,123

1st Quarter 2000/2001 Fiscal Year
Environmental Phase Projects Delayed Outside Planned Year

District	County	Route	PM	Type of Environmental Document	Project Description	Reason for Environmental Delay
8	Riverside	91	0.9	Negative Declaration	Reconstruct IC & Construct Auxiliary Lane	TCRP Project. PAED delayed from 0-1 year to 1-2 year, however delivery date in 3-4 year will be kept.
10	Merced	99		Negative Declaration & Reevaluation	Convert 4 In Expressway to 6 In freeway with 8 In freeway right of way.	Determination was made to use Negative Declaration that was done several years ago. Prior to approving project report, an environmental reevaluation will be conducted to reinforce studies conducted previously. PAED will move to the 1-2 year, however delivery is planned for the 2-3 year and is expected to be met, 1 year in advance of the programmed year.
11	Imperial	98	30.8	Negative Declaration	Widen freeway	PAED support only project. Project was originally planned as a SHOPP project (E.A. 11-15785) and was to have been a categorically exempt project. With the addition of IIP funds, the scope has been revised, a Negative Declaration will be required which has delayed the PAED planned date.